

**CENTRAL INTELLIGENCE
INFORMATION REPORT**

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SUPPLEMENT
REPORT

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June 1945 to May 1948

1. The airfield was located about two miles northwest of the GORKI (43°55'E/56°20'N) Tank Plant, on the western town border.
2. Flying was done only in the daytime with good weather. Yak-3 fighters were observed over the field. Since most of the aircraft had no national insignia it was believed that they were being flight-tested.

May 1948

3. The location of the airfield and flight-testing of new Yak-3s in May 1948 was confirmed. It was noted that the field was north of the road to MOSCOW. It was occupied by 120 to 150 fighters. Flight-testing of new aircraft had been observed since late 1946.

June 1947

4. New fighter aircraft which greatly resembled the Me-109 were flight-tested in June 1947 by three German civil engineers from the Soviet Zone of Germany.

CLASSIFICATION		CONFIDENTIAL	
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CENTRAL INTELLIGENCE AGENCY

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Spring of 1948

5. The location of the airfield and its occupation by numerous single-engine fighters in the spring of 1948 was confirmed.

6. The airfield was located west of GORKI (43°55'E/56°20'N), north of the Volga River, and about 3 miles west of the Oka

and hangars with caved-in roofs were located in the northern section, four new hangars in the western section. Two E-W runways, about 100 feet wide, parallel, were in the southern section.

8. There was intensive flying with the following aircraft types:

- a. Single-engine Yaks;
- b. Twin-engine aircraft;
- c. Douglas commercial aircraft;
- d. Four-engine aircraft.

9. A factory airfield with three hangars on its northern border was located on the western town border of GORKI (43°55'E/56°20'N), north of the road to MOSCOW. An aircraft plant was northeast of the field. A cantonment building assigned to the civil air service was located on the eastern field border. About four to six commercial aircraft took off and landed every day.

10. The existence and location of the factory airfield was confirmed.

11. [] the existence and location of the factory airfield and stated that the aircraft plant produced fighter aircraft in May 1946. These were flight-tested by two ex-captains.

Comment: The field is the well-known factory airfield of the Gorki-Sormovo Aircraft Plant No. 21. The reported location and buildings of the field agree with previous information. The reports confirm that YAK aircraft are stationed there. The statement that the newly built engine of the YAK-3 type indicates that the engine used is an in-line engine. The comparison with the ME-109 also indicates that a YAK type is concerned, since LA aircraft are always compared to the former PW-190 type. PWs coming from other plants repeatedly stated that former German Air Force officers flight-tested new aircraft.

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